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**Honorable Larry Hogan
Maryland Governor-Elect
Hogan-Rutherford Transition Team
2635 Riva Road, Suite 100
Annapolis, MD 21401**

Dear Mr. Hogan:

The purpose of this message is to provide the Governor-Elect and his staff some perspective on the Maryland Transit Authority (MTA) plan for the Corridor Cities Transitway (CCT) and to suggest certain areas in which action by the Governor may help reduce the very great negative Impact we foresee happening to our community if the CCT is installed as currently planned.

I live on the far south side of Gaithersburg, MD. My home is a unit in the Vistas at Washingtonian Woods Condominium Association and it is also part of the Washingtonian Woods Homeowners Association (HOA). I have lived there 13 years. I am a retired lawyer, licensed to practice law in Washington, DC.

The CCT issue has generated a very high degree of interest and concern in our community. The controversy started in 1989 when Elizabeth Banks, owner of nearby Belward Farm, sold her property to Johns Hopkins University (JHU) for \$5 million even though she had been offered \$54 million by developers. The low price to JHU was intended to assure the development of the land as a campus, to supplement JHU's existing campus less than a mile away, and to preclude its possible development as a housing or commercial complex. Soon thereafter Ms. Banks passed away.

Notwithstanding Ms. Banks' expression of her intent for the use of the Farm, officials of JHU and Montgomery County (MoCo) conspired, instead, to take advantage of loopholes in the legal documents and to develop a \$10 billion "Science City" on the Belward Farm property. And JHU has insisted, with the support of MoCo, that the CCT is necessary to

ensure the viability of the Science City. MoCo rezoned Belward Farm for a high-rise, high density commercial office complex. The Science City will have no presence by JHU and only 40% of the property will be science-related. Heirs of Ms. Banks have filed lawsuits to challenge this commercial development which is contrary to her intent, but so far the courts have ruled in favor of JHU and MoCo.

This history is well documented on numerous websites.

In recent times the CCT is continuing to generate interest and concern. The HOA sponsored a public meeting on Sept. 30, 2014 at which MTA provided a status report on the CCT. Present were three representatives of the Gaithersburg City Council, one official from the Maryland Department of Transportation, a representative of Congressman Delaney's office, reporters for the local print media, and approximately 80 concerned citizens. The meeting became heated at times.

I. CCT IS AN OVERLY AMBITIOUS PLAN BY WHICH MARYLAND TRANSPORT OFFICIALS ATTEMPTED TO SOLVE TOO MANY PROBLEMS AND ENDED UP SOLVING NONE.

Detailed information about the CCT is available at www.cctmaryland.com.

If you step back and look at the CCT plan on paper or screen, and disregard the promotional statements by MTA, you will see that the CCT looks like a circuitous, grotesque, top heavy monster. It has far too many turns for a bus rapid transit (BRT) system. It does not follow major roadways as it should. It has too many stops at unimportant locations which are not supportive of BRT, such as King Farm, Crown Farm, and Kentlands, which are primarily local shopping centers employing local people at jobs which are generally not high paying, and therefore do not fit the profile of BRT. Meanwhile it fails to serve some of the important employment centers in the area with high paying jobs, which can therefore attract highly paid professionals from throughout the metropolitan area, such as NIST and MedImmune, which match the BRT profile.

The Phase II extension of CCT to the COMSAT facility near Clarksburg is simply absurd. Almost no COMSAT employees would take the red line to Shady Grove Metro and then ride this rickety and very slow bus this long distance when they could drive there in a fraction of the time. Similarly, the failure of the planners to be responsive to demand and instead to project usage that at some point requires a CCT bus in each direction every three minutes makes no sense. Many of these buses will be running empty, creating their negative impact on people living in the area while providing no benefit to anyone.

The current CCT plan is badly overblown and needs to be reduced to proportions that make practical sense.

II. THE CCT HAS EXCLUSIVE FEATURES, SUCH AS DEDICATED BUS LANES AND TRAFFIC SIGNALS AND THE NEED FOR THE BUS DRIVER TO BEEP HIS HORN THREE TIMES BEFORE EACH STARTUP, WHICH ARE TOTALLY UNNECESSARY, COLLECTIVELY ARE VERY COSTLY, AND IN MANY CASES WILL IMPEDE RATHER THAN FACILITATE THE ACHIEVEMENT OF TAFFIC GOALS.

For reasons that have never been explained, MTA decided the CCT buses could not run on ordinary roads, whether streets or highways or interstates, but rather had to run on specially constructed bus lanes which would be exclusive for CCT buses. This decision is not related to the goal of achieving BRT; rather, it precludes CCT from reaching the BRT standard. It has been acknowledged that a bus running from point A to point B and traveling on the exclusive lanes will require more time and will be costlier than a similar bus running from the same point A to the same point B, but traveling on the existing public highways. Why, then, put the CCT buses on the exclusive bus lanes? It represents the conceit of the government planners and should not be tolerated.

The very great delays and the major contribution to traffic congestion, both for the CCT buses and for ordinary automobile traffic, as a result of the exclusive lanes and signals, are discussed in detail in my comments to Mr. Rick Kiegel, MTA's Project Manager for CCT, which are attached hereto.

III. THE CCT WILL REQUIRE BURDENSOME NEW TAXES ON PROPERTY OWNERS AND BUSINESSES IN THE COMMUNITY, INCLUDING IMPOSING TAXES ON PERSONS DERIVING NO BENEFIT FROM CCT.

We have not been told yet how great the tax burden will be. MTA's website says the estimated cost of constructing the CCT system (not counting the cost of operating the system at a deficit) is \$545 million in 2012 dollars. In all likelihood it will be a good deal more.

We have also not been told the proportion of the tax which will be imposed on businesses as compared with imposed on property owners. We have been told that there definitely will be a tax to support the CCT and that it will be a new tax. This alone makes the whole program intolerable.

It should be clear that the tax is necessitated by the extravagances of the CCT program, such as the exclusive bus lanes described in the previous paragraph as well as the unnecessary taking and destruction of private properties.

We ask Governor Hogan to exercise his powers to see that this unjust tax not be imposed.

IV. THE CCT WILL IMPOSE SEVERE NEGATIVE IMPACTS ON PEOPLE LIVING IN THE AREA, INCLUDING UNNECESSARY TAKING OF PRIVATE PROPERTY AT TAXPAYER EXPENSE, CREATION OF UNSAFE CONDITIONS FOR WALKING, DRIVING, AND JUST BEING OUTDOORS, RESULTING IN MAJOR TRAFFIC DELAYS FOR AUTOMOBILE TRAFFIC AND CCT BUSES ALIKE, IMPOSING AN ONEROUS NOISE IMPACT, AND A MAJOR WORSENING OF ALREADY BAD TRAFFIC CONGESTION, FOR ALL OF WHICH THERE IS NO OFFSETTING BENEFIT TO OUR COMMUNITY.

I have submitted two letters of comment on the CCT before, copies of which are attached hereto. On October 3, 2014 I submitted a letter of comment to Mr. Rick Kiegel, Project Manager of CCT for MTA, on how to preserve the berm which runs almost the entire length of our condominium association's border with Great Seneca Highway. I determined that the basis for berm removal in the plan was to preserve a bus stop for local buses. I researched the number of buses which stopped there, the number of passengers who boarded the bus, the alternative bus lines, and the dangers that would arise to boarding passengers at this bus stop if the CCT were installed as currently planned. Based on all of this I recommended that the current bus stop could and should be eliminated.

On October 29, 2014 I submitted a second letter of comment to Mr. Kiegel, styled as an Addendum to the Oct. 3 submission. This letter discusses the alignment of the CCT with Muddy Branch Road. I presented the issues of delays in traveling through this area, noise levels, and traffic congestion. I brought each of these issues down to the personal level to make them seem realistic. Our area is already very hectic; it is already so noisy that you have to be able to mentally phase out traffic noise in order to enjoy the outdoor experience; and the burden of rush hour traffic is already so bad that you avoid the maddening experience of driving these hours if possible. I pointed out that each of these issues will be greatly exacerbated by the current plan for CCT; that this current plan

should therefore be rejected if an alternative route with less negative impact were available; and that such an alternative had been demonstrated.

V. IT APPEARS THAT THE ONE AND ONLY MOTIVATING FACTOR BEHIND THIS GROTESQUE PLAN IS TO FULFILL THE WISHES OF A SINGLE LANDOWNER, JOHNS HOPKINS UNIVERSITY, WHICH MAKES THE ENTIRE PROJECT A GROSS ABUSE OF GOVERNMENT POWER.

Johns Hopkins University and Johns Hopkins Hospital are among the most important institutions promoting cultural and humane goals in Maryland and in the USA as a whole and we do not mean to diminish this in the slightest.

But the foregoing recognition should not be used as a basis for convoluting government power. MoCo has already disgraced itself by conspiring with JHU to thwart the intent of Ms. Banks and by supporting commercial development of Belward Farm which is directly contrary to Ms. Banks' intent for her property.

Secondly, MoCo's backing of JHU's unjustified demand that the CCT be built because they say it is necessary for the viability of the Science City is another equally disgraceful abuse of government power because the CCT clearly is not necessary for that purpose.

Thirdly, for MoCo and MTA to impose the CCT as currently planned on our community, with the very great negative impact it will have, and with the total absence of positive benefit for our community, defies basic concepts of fairness and common sense and must not be tolerated.

We ask Governor Hogan to put an end to this ill-conceived juggernaut of government planning called CCT and the huge waste of taxpayer dollars that it represents.

If I can be of further assistance, please do not hesitate to contact me. Hard copy by US Mail will follow. Thank you for the opportunity to express our concerns.

Respectfully Submitted,

Glenn E. Nelson